NRMM GTR Draft

Technical procedure
(chapters 7-9)

As informal document to GRPE
Objectives of NRMM work

• Good alignment had already been achieved with almost identical permissible levels and implementation dates among existing non-road national regulations
• The main contribution of the NRMM GTR to global harmonisation will be the alignment of test protocols
• It will further serve as basis for countries developing new legislation
Formal steps

• 2002 NRMM in priority list of WP.29
• 2003 start of NRMM WG in GRPE
• 2005 start of editorial committee
• 2006 proposal for NRMM GTR adopted by AC.3 WP.29
• 2007 adoption of progress report
• 2008 Presentation of part of draft GTR
NRMM GTR work

- 2000 – 2003 Development of real-world transient cycle in international taskforce
- 2003 – 2005 identification of major topics and open issues
- References: 97/68/EC as amended; 40 CFR parts 1039, 1065; ISO 8178
- 2005 Definition of draft structure
- 2005 - 2007 preparation of draft text
Guidance document

• WG NRMM decided to accompany the GTR with a guidance document, in order to give support to less experienced users and to accommodate the differences between ECE/EU legal format and US plain language
• Approved by GRPE and AC.3
• “Side-by-side with legal text on WP.29 GTR website as appendix 1 or 2”
• The guidance document offers advice for facility set-up and running of tests; guidance text does not introduce any legal requirements
Contributions

• Many stakeholders from industrial organisations and contracting parties have worked to develop this GTR draft.

• Discussions were always open and transparent, underlining the common interest to achieve harmonisation.

• Where and when possible, common solutions of open issues were adopted in NRMM and WHDC in order to maintain a strong alignment between GTRs.

• WHDC based on WP.29/1042 has been selected as reference for formatting and numbering.
Simplification of legislation

• Harmonised non-road transient cycle adopted into EU and USA legislation, Japan plans adoption of this transient cycle

• Harmonised testing requirements (and facilities) reduce the economic burden of legislation without affecting the legislative relevance

• Considering important state-of-the-art elements (of applied technical procedures), as the
  – Introduction of partial flow dilution in parallel to full flow dilution system
  – Transient cycle which is feasible on eddy-current brakes
Planning

• January 2008 Presentation of part of technical procedure (inf. Doc)
• June 2008 Presentation of technical procedure (inf. Doc.)
• January 2009 Presentation of NRMM GTR
Thank you

For questions please contact:

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